



KOOLAULOA NEIGHBORHOOD BOARD NO. 28

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REGULAR MEETING MINUTES

THURSDAY, APRIL 13, 2006

HAU'ULA ELEMENTARY SCHOOL CAFETERIA

CALL TO ORDER: Chair Dee Dee Letts called the meeting to order at 7:05 p.m. with seven (7) Board members present: John Elkington, Kathryn Heath, Donald Hurlbut, Zenobia Iese, Dee Dee Letts, Creighton Mattoon, Les Steward. Board members Norman Kaluhiokalani, Patrick Macy and Warren Soh arrived later in the meeting. Board member Barbara Kahana was absent (excused).

Chair Letts introduced herself and explained the modification of the agenda to allow for more discussion on the issue of the Kawela Bay expansion. She noted that the location change allows more attendees. Chair Letts stressed that this is a Board meeting, not a public hearing, and everyone who wishes to speak must follow the rules of civil discourse and concentrate on the issues, not any particular person. She explained that the presenters would be given 10 minutes to make their presentation, and public input would be limited to three minutes per speaker. Chair Letts stated that the parking lot gates will be closed after the meeting is adjourned. She called everyone's attention to the comment forms in the back for those who didn't want to speak publicly and encouraged everyone to participate either by speaking or by writing down their comments. Chair Letts asked people to silence their cellular phones. She thanked everyone for coming and assured that she would try to allow everyone the chance to be heard.

GUESTS: Reed Matsuura, Ann M. Yamasaki (Council Chair Dela Cruz's Office staff); Mark K. Manley, Scott K. Manley, Carol Phillips, Ben Sadoski, Ben Shafer, Tim Vandever (Defend Oahu Coalition); Fred Mencher (Hawaiian Marine Enterprises); John Monis (Hawaii Operating Engineers Industry Stabilization Fund); Zenna Galagaran (Hinalea Group); Lt. K. Campbell (Honolulu Police Department); Patrick Gagen, Cathleen Mattoon (Keep the Country Country); Gerry Meade (Ko'olauloa Health and Wellness Center); Doug Carlson (Kuilima Resort Company); Keith Kurahashi (Kusao & Kurahashi, Inc.); Oliver Kupau (Laborer's Union); Diane Tafua (La'ie Community Association); Choon James (La'ie Point Community Association); Craig Chapman (Malaekahana); Dee Dee Herron (Native Fishery Management); Moa Mahe (Present Hawaii); Sifa Tiueti (Punalu'u Community Association); Deirdra Alo, Tai Ay Fomin (Representative Magaoay's Office staff); Garret Toguchi (Senator Hee's Office staff); Matthew Hall (Turtle Bay Golf); Hy Adelman (Turtle Bay Resort); Nicole Blais, George Cox, Chris Godwin, Virginia Guerero, Elena Meeha, Candida Ragasa (Unite Here!); Shannon Wood (Windward Ahupua'a Alliance); Alan Akina, Andrea Anixt, Ian B., Mark Bailey, Dave Barter, Mary Barter, Howie Benson, Paul Chang, Mark Cunningham, Teresa Dawson, Melissa P. Ginella, Ashlene Iereneo-Ulii, Marvin Iseke, Jovan Joaquim, Gwen Kim, Abe Lerner, Arianne Lerner, Tiare Lessary, Kawai Lindo, Paul K. Lindo, Priscilla Magallanes, Ralph Makaiau, Bob Nakata, Susan O'Donald, Mimo Pearl, Jeffrey Peterson, Gay K. Porter, David Quist, Gil Riviere, Joan Shaw, Les Shaw, Bones Silva, Charlie Silva, Dovey Silva, the Snow family, James T., Verna Ulii, Raymond Vincent, Claudia Wallace, Jeff Wallace; Rachel M. Glanstein (Neighborhood Commission Office staff).

There were approximately 100 people that didn't sign in.

Norman Kaluhiokalani and Patrick Macy arrived at 7:07 p.m., making nine (9) members present.

NEW BUSINESS – SPECIAL ORDER:

TURTLE BAY RESORT – KAWELA BAY EXPANSION – Keith Kurahashi gave a presentation, highlighting the following points from the developer's perspective:

The Turtle Bay Resort Master Plan – The existing Turtle Bay Hotel was completed in 1972 by Prudential Insurance Company and Del Webb. In 1988 Asahi Jyukun purchased the Turtle Bay Resort (TBR). In 1998 developer Bill Mills and affiliates of Oaktree Capital Management Company (OCMC) bought Kuilima Resort Company (KRC), the entity that owned TBR. In 2001 affiliates of OCMC acquired full control of the KRC and TBR.

The following improvements, that were part of the proposed development approved in 1986 by the Zone Change and Special Management Area Use Permit (ZCSMAUP), have been completed at the TBR: (a) construction of the Links at Kuilima Golf Course (Palmer Course) was completed in 1991; (b) Punahoolapa Wildlife Preserve



improvements; (c) Wastewater Treatment Plant completed in 1991; (d) sewer force main along Kuilima Drive (connecting the existing hotel and Kuilima Estates East and West to the Wastewater Treatment Plant) in 1991; (e) Phase 1, Opana Well Facility in 1990; (f) a 12-inch water transmission line along Kamehameha Highway, from Kuilima Drive to Marconi Road completed and accepted by the Board of Water Supply (BWS) in 1991; (g) in 2001 the nine-hole Fazio Course was improved to an 18-hole golf course, as was planned in the 1985 Environmental Impact Statement (EIS) and approved in the 1986 ZCSMAUP; and (h) in 2003 a golf maintenance facility was built for the Palmer Course.

Warren Soh arrived during the above portion of the meeting, at 7:10 p.m., making 10 members present.

Development at the project site in accordance with approved permits continued from 1986 through 1991 and was started up in 2001 and has continued to the present with KRC working with the State and the City to receive approval of traffic improvements at the proposed West Kuilima Drive and Kamehameha Highway intersection. A recent meeting has been held with the State Department of Transportation (DOT) to discuss the timing and participation of KRC in the proposed improvements at the existing Kuilima Drive intersection with Kamehameha Highway. The KRC has a subdivision request in process to allow subdivision of three of the proposed park sites (Kawela Bay Park has already been subdivided) and creation of three of the five proposed access easements (two have already been created) and the 100-foot wide public use easement along the shoreline.

The TBR Development will offer the following community benefits: (a) two public parks and two private parks open to the public; (b) shoreline access through a 100-foot easement for public use along the shoreline, including a pathway extending from Kawela Park to Kahuku Park that breaks around the existing Turtle Bay Hotel development through the existing parking lot and returns to the shoreline on the Kahuku side of the existing hotel development; (c) five easements containing parking for 20 stalls and pedestrian access to the shoreline; (d) resort-related jobs for the North Shore region; (e) affordable housing; (f) additional improvements at Punahoolapa Marsh; and (f) child care – dedication of one-half acre of land.

2,500 Hotel Units – The development will include about 2,500 new hotel units at the five hotel sites planned along the shoreline. The 1986 ZCSMAUP approved 2,500 new hotel and resort condo units along the shoreline.

1,000 Resort Condo Units – About 1,000 resort condo units are proposed on the east side of the property, as was proposed in 1986. Based on the planned 1,000 resort condo units, 100 affordable housing units will be provided for families at 80% and below of median income. KRC is planning to provide more affordable housing than is required and possibly some at even more affordable levels.

Two City Parks – A five-acre park is planned at Kawela Bay and a 33-acre park is planned at Kahuku Point. Both park sites will be dedicated to the City. Based on discussions with the City Department of Parks and Recreation (DPR), KRC plans to adopt both parks and provide maintenance services. Kawela Bay Park will be developed with 22 parking stalls and a comfort station. The DPR concurred with the proposed improvements planned for the property. The Kahuku Point Park will be developed with 30 parking stalls and a comfort station. The DPR concurred with the proposed improvements planned for the property.

Shoreline Walkway – A walkway will be situated within a 100-foot easement for public use along the shoreline. The walkway and easement will extend from Kawela Bay Park to Kahuku Park, breaking at the existing hotel and through an easement passing through the existing Turtle Bay Hotel parking lot and returning to the shoreline on the Kahuku side of the existing hotel development.

Public Ocean Access – In addition to the three shoreline parks being developed by the KRC, five parking lots and shoreline access points will be developed with 20 parking stalls each.

Roadway Access – Alpha Road is planned as the main drive through TBR. The KRC plans to provide improvements at the Kawela intersection, Oio intersection (existing Kuilima Drive) and Marconi Road intersection with Kamehameha Highway in accordance with the "Traffic Impact Analysis Report Update for the Proposed TBR Master Plan".

The DOT is planning intersection improvements at the intersection of Kuilima Drive and Kamehameha Highway and as mentioned earlier, KRC is working with the department to determine the timing and their participation in the proposed improvements.

Approved Landscape Master Plan – This updated Landscape Master Plan has been approved by the City Department of Planning and Permitting (DPP). The KRC plans to incorporate native Hawaiian plants in the landscaping at TBR.

Fazio Renovation – This golf course layout shows the two signature holes planned at Turtle Bay along the shoreline.

Conditions of Approval – The KRC has been working with the City to ensure that all conditions of approval are met in a timely fashion. The City has been requiring updates to the approved Wastewater, Water, and Drainage master plans to reflect current development plans. In addition a "Traffic Impact Analysis Report Update for the Proposed TBR Master Plan" has also been prepared in response to a City requirement. In meeting other conditions of approval, KRC and previous owners have: (a) received approval of the Archaeological Data Recovery Plan from the State Department of Land and Natural Resources (DLNR) in 1988; (b) received approval of the Urban Design Plan, including a Landscape Master Plan from the DPP in 1989; (c) received approval of the subdivision of the proposed park at Kawela Bay in 1989; (d) provided the funding of an employment program in 1989; (e) received approval of an Archaeological Mitigation Report from DLNR in 2005; (f) submitted a subdivision application in 2005 to create the proposed parks at Kahuku Point, the East Main Drain and the Punahoolapa Wildlife Preserve, as well as creating the public access easements along and to the shoreline; (g) received approval of a revised Landscape Master Plan in 2006; and (h) received approval from the DPR of the Site Plan for the parks at Kawela Bay and Kahuku Point and acceptance of the plan to have KRC maintain the parks through the "Adopt a Park" program in 2006.

The development of an employment center in the TBR Development will allow employee traffic to flow toward the TBR rather than into town in the peak travel direction. About 85% of the TBR's existing employees come from the Koolauloa/North Shore communities. Visitors staying at the TBR are looking for a rural destination resort experience and will not be driving into Waikiki every day. Those seeking the urban resort experience will stay in Waikiki.

Community Support – The Kahuku Community Association was and still is the host community for the TBR Development. On March 2, 2006, after receiving an update on the proposed TBR Development, the Kahuku Community Association Board of Directors only endorsed the plan.

City Support – The City's General Plan and Koolauloa Sustainable Communities Plan show the development of resort use in the area as evidenced by the existing hotel.

Conclusion – The KRC has invested \$60,000,000 in the existing TBR site to upgrade the resort development. The KRC is poised to move the TBR development toward providing the community with public and private parks, shoreline access, affordable housing, child care, and much needed jobs for the surrounding community.

Questions from Board members followed:

- 1) Iese requested copies of letters confirming City approval for the project. She asked the presenters what their solution to the traffic impact and problems is. Kurahashi answered that they have a 2005 updated traffic study and he will provide copies to the Board.
- 2) Mattoon inquired if there would be an updated archaeological study. Kurahashi replied that they already have approval of their monitoring plan from DLNR, but that they will be doing an update. Mattoon asked if an archaeological study is still pertinent after 10 years. Kurahashi will check with DLNR.
- 3) Heath asked if there were studies done on the possible impact on already taxed schools in the area, and inquired what this development will do to improve the situation. Kurahashi responded that they have not spoken with the State Department of Education (DOE); the DOE was a commenting agency, but they didn't foresee too much impact from only 1,000 condominium units and more resort hotel rooms.
- 4) Elkington requested a timeline. The development is on an aggressive schedule and will be complete by 2010. The parks will be developed before TBR goes for the certificate of occupancy for the first hotel. The

affordable housing will be finished around the same time as the condo units are developed. A special development schedule will be created with DPP.

- 5) Steward asked how many new employment opportunities would be created by the development. Kurahashi estimated about 3,500 jobs would be created, in addition to the jobs that are there now. Chair Letts inquired how many of the 3,500 jobs would be service or minimum-wage jobs. Kurahashi offered that it's dependent on the part of the project (condo/hotel) and offered no answer to the question of types of jobs; Hy Adelman will follow up.
- 6) Chair Letts inquired if the development would include any time-share units, not just full-service hotel units. Kurahashi explained that out of 4,000 total units, at least 51% of them have to be full-service hotel rooms. This percentage includes the existing hotel. Adelman added that they need to complete the subdivision before they can really discuss even the first hotel; he continued to note that the condo/hotel unit ratio is dependent on the market. Chair Letts asked if any of the 1,000 condo units would include time-shares. Kurahashi answered that when the original agreements were made, time-shares didn't really exist. Chair Letts advised them if time-share is being considered, then they should start discussing it with the community now. Kurahashi noted that time-shares provide jobs as well and again indicated that they were unable to answer questions on mix at this time.
- 7) Chair Letts asked where the affordable housing would be located; Kurahashi replied that two possibilities are Kahuku Village and another location across the highway from TBR. Heath questioned that the affordable housing units won't be onsite at TBR. Adelman related that the development is set to be a luxury resort, and affordable housing can bring property values down of the surrounding area. Affordable housing may be provided for those who 80% or less of the median income, which the State sets. (It was noted that the site across the street is not zoned for residential use.)
- 8) Chair Letts inquired if any government agencies are providing funds to do the traffic improvements. Kurahashi responded that KRC will probably pay for all traffic improvements. Chair Letts reminded them that they are required to pay 100% of the cost for these improvements under the unilateral agreement.
- 9) Iese asked if they can address the intended sewer system, with the recent sewage spill in Waikiki. Kurahashi answered that the current sewer line in the area was installed in 1990/1 and the line in Waikiki that broke was about 60 years old. They have built a sewage treatment plant to handle all of their sewage; the plant has had no leaks or spills and is inspected annually – Kurahashi will provide the Board with the exact date.
- 10) Mattoon inquired if their plans include any sensitivity to the historical and cultural sites (including burial sites) of the area. Ralph Makaiau replied that the Hawaiian Historical Society signed the archaeological studies that were done, and the study will be given to DLNR. After DLNR is done, then they will go to the community. Mattoon asked if a cultural monitor would be involved. Makaiau responded that they've chosen two cultural monitors to provide counsel and input on the drafting of the monitoring plan. Kurahashi explained that when digging below the level of the surf they need an archaeological monitor present; when something is found it's DLNR's call as to how to proceed.
- 11) Heath asked how far down the road the traffic study went, if it was done just in the area fronting TBR. She remarked that traffic may be impacted 20 miles down the road. Heath expressed her concern about shoreline access and ingress/egress. She inquired about procedures in case of a tsunami. Kurahashi answered that there are three access points planned. The Urban Design plan, approved by DPP, maps the full potential of about 4,800 units on an area larger than Waikiki, which contains 42,000 units. The intent was to create a "rural" resort. It was noted by the audience that their definition of rural and the audience's were vastly different.
- 12) Iese noted that the community is looking at five new hotels and already golf tournaments there cause traffic problems. She asked how TBR will address the traffic problems for the surrounding communities. Kurahashi replied that one of the conditions of approval was to provide for alternate transportation methods, such as shuttles, or a service to bring in employees (subsidizing bus passes, shuttles, etc.). Chair Letts inquired if the updated traffic study considers the whole area or just the TBR intersections.

Kurahashi responded that they looked at the capacity of the highway itself and the TBR intersections; they didn't study the traffic impact 20 miles down the road.

Questions, comments and concerns from the community followed:

- 1) Carol Phillips (Haleiwa) conveyed her concerns about the traffic impact from Kahalu'u to Haleiwa. She noted that Hawaii currently has the lowest unemployment rate in the country and asked how TBR plans to fill the jobs. She continued to inquire how, with the pending labor dispute, the jobs will create a sustainable community. Ralph Makaiau replied that 85% of TBR's workers come from the North Shore. He added that the labor dispute belongs with the union and the resort, not the developer. In 1999, when OCMC took over, there were over 250 employees; there are now over 500 employees. He noted that there are positions vacant that they have not been able to fill. Kahuku's unemployment rate is generally 2% higher than the state. Jobs are still needed for the younger adults.
- 2) A Hau'ula resident stated that the road from Kaneohe to Haleiwa (that portion of Kamehameha Highway) is the most treacherous. She requested OCMC work with the State to create a passing lane for the highway. She noted that many Hau'ula residents can't get home when it's raining; the bridges in Waiahole and Waikane need to be improved. TBR guests and employees have to deal with these problems.
- 3) Gay K. Porter (Ka'a'awa) asked if OCMC cares if the community doesn't agree with the development. Makaiau answered that OCMC is following the requirements set by the unilateral agreement. He acknowledged that everyone may not agree with the development, but that some people are for it. Porter noted that on Maui, when those hotels were built, traffic worsened to the extent that the State had to build more roads. He added that his family has owned a house at Kawela Bay since the 1800's, and that the blasting done to create the current TBR killed thousands of fish and many turtles. It was also acknowledged that there is disagreement as to whether the unilateral agreement has been followed.
- 4) Gwen Kim (Ka'a'awa) thanked the Board for granting the community the opportunity to discuss this issue; she stated that the general manager of TBR denied the existence of this proposed development. Kim stressed that the area and the world have changed in the last 20 years, and therefore a new agreement is needed. She relayed her displeasure that these five hotels/condos will be made by people who profit off the community's work. Kim cited her 30-year experience as a social worker in the area and gave her opinion that property development in the area is horrific.
- 5) Raymond Vincent recounted his experience in fishing from Kahuku to Kawela Bay, and called them the best fishing spots on the island. He asked how the experience will be in the future.
- 6) Gil Riviere (Waialua) distributed a few copies of the traffic study and stated that it didn't address the outlying community, only the traffic fronting TBR. The study provides for a scale of A (best) to F (worst) for the traffic – in 2005, the front of TBR was at the level D, which is the minimum acceptable. With the new development, the intersection will be at level E.
- 7) A resident urged the representatives of KRC and TBR to join the community in making another EIS, which may assure the community that the development will include their input. The exact impact on traffic won't be known until the exact development is known. The inability of the developer this evening to share the mix of units and types of jobs is troubling.
- 8) Dee Dee Herron, a fisherwoman, has been fighting this proposed development since 2000. She contributed that there are three resolutions in the legislature to amend the unilateral agreement and encouraged everyone to attend the hearings. Herron indicated that Native Hawaiians now almost have to carry identification in order to use the shorelines; pictures have been taken of her entering the property.
- 9) Ben Shafer (Kahana) commented that TBR doesn't treat locals well. He continued to remark that it would be easy for TBR to start with adding five hotels, and then add five more. Shafer intimated that once one developer is allowed to construct, others can't be prevented, and used Kihei, Maui, as an example. He inquired about the affects on the traffic, property tax, and available water. Shafer questioned the possibility of local residents being able to afford staying at the resort. He noted the troubles of locals who

try to fish at Ko Olina and asked if TBR will become the same way. Shafer expressed his preference that TBR stay as it is now.

- 10) Howie Benson (La'ie) mentioned her respect for all of the comments, but noted that this development is not all TBR's fault. She works there and has not seen any employees remove fisherman from the property, even if full access isn't allowed. The state of the current intersections surrounding TBR is the State's fault, not TBR's. Benson prefers the country the way it is, with its close-knit community, but stated that this development will bring more jobs closer to the community, which is especially important since the large increase(s) in gasoline prices. She added that at least one-half of the high-ranking positions at TBR are held by local people.
- 11) Moa Mahe, who runs the Ko'olau Business Center, employees 40 people; they moved from Waikiki to the Hau'ula Shopping Center because 95% of the employees are from this area. He indicated that Polynesians have a great deal of aloha and are great employees. His company is the only one on this side of the island that provides shuttles and a call center. Mahe desires that the TBR call center be located here. He noted that his employees need the proposed affordable housing.
- 12) Paul K. Lindo (town) inquired if any lessons had been learned from Kauai and the Ala Wai canal. He stressed the shortsightedness, irresponsibility, negligence and complacency of everyone letting these developments occur. Lindo does not want to see buildings everywhere here even though the jobs offered may be good ones. He contended that these beaches out here are the only clean beaches on the island right now. Lindo asserted that the community needs to use common sense and work together; he doesn't see this development as sensible.
- 13) Matthew Hall, the Director of Golf at TBR, shared his pride in the people that he works with and noted that all of the jobs at the golf course pay more than minimum wage. He detailed TBR's strong relationship with the union. Hall has worked at TBR for three years and has instituted golf programs, supported high schools and surfing contests. He himself has given rides to fishermen and never removed any fisherman from the premises. Hall thanked the community for attending and allowing him to attend.
- 14) David Quist (Kuilima East) contributed that in the morning, the traffic is bad going into town, so if more residents got jobs in the area, then there would be less traffic into town. He likes the life here and would like a compromise to make this community better; he feels more money is needed for the community.
- 15) Choon James (La'ie) thanked Kurahashi for his presentation and noted that Kurahashi used to work for DPP, and so is very qualified to work on this project. She requested that handouts be provided to the community as well during the next presentation. James expressed her feeling that the development is so large that other Boards should be involved. She related how her permit to build a rock wall on her property expires in 120 days, and asked why it's okay for discretionary permits granted 20 years ago to stand today, especially with such a significant impact on the community.
- 16) A resident (Kahuku), who works at TBR, noted that his family has lived in Kahuku for four generations. He contributed that positive results could come from this project; he mentioned that he will keep his eyes open to the benefits instead of focusing on the negative aspects.
- 17) Mark Cunningham (Kawela Bay) requested that copies of the slides shown be given to the community. He commented that the community is looking at five times the current amount of people being brought in and asked if Kamehameha Highway can even hold that many cars. Cunningham asked if the water and trash needs could also be supported with 1,000 more condos. He related how he moved from town 30 years ago to escape the development and looked at TBR as the last resort, but now there may be more. Cunningham remarked that ABC stores and prostitution could spring up in the area. He noted that the local residents couldn't afford the first villas made there, which ranged in price from \$1.2 to \$3.2 million, and now there will be 1,000 more. Cunningham likes TBR the way it is.
- 18) Virginia Guerero (Waialua), who worked at TBR for 33 years, described how it takes her one hour for her to get home from work. She inquired why OCMC can spend so much money to build, but not very much to address the traffic problems. She also stated that she has been trying to retire but can not until the labor dispute is settled as she will have no health insurance for retirement unless these issues are settled.

- 19) Jovan Joaquim (Kahuku) extolled the TBR golf course, who allows the area children to use the golf facilities, even on weekends, and this year outfitted the whole team with uniforms (which included shoes and golf bags). He expressed his appreciation for the TBR golf course.
- 20) Mark Bailey (western Ko'olauloa) asked if Kawela Park was supposed to be dedicated after the first permit was given to TBR in 1990. Kurahashi explained that DPP looked at the conditions and said that TBR is in compliance; OCMC is trying to move forward with the project – after the subdivision process, the intent is to dedicate the parks. Bailey inquired about how long it's been since the archaeological surveys were done and if they need to come up again. Kurahashi responded that an archaeological mitigation plan (not a survey) was submitted in 2003 and approved by DLNR last year, which calls for monitoring during construction. If anything comes up during construction, the crews will stop and DLNR will be contacted to come out and make a decision on how to proceed. The question of when the survey was done was never answered.
- 21) A resident relayed that she likes TBR the way it is, but that just because they did a good job on one hotel doesn't mean that they'll do a good job on another one. She enjoys the countryside and stated that the area doesn't need this expansion. She indicated that residents should come first out here, not tourists. She wants the younger generation to still have the ability to fish and surf. She suggested that OCMC sell the land and not develop it.
- 22) Bob Nakata (Kahalu'u) asserted that with five times the people, traffic will be a problem; the traffic will then go in both directions. He added that these high-end luxury condos will be marketed worldwide and locals probably can't afford them. Nakata questioned the development's affect on property value. He asked where the new employees will live and if more development along the coast will happen to house the new employees. Nakata commented that the population of this area may be replaced by new people when the current residents can't afford to live here any longer.
- 23) Cathleen Mattoon (Punalu'u), a part of Keep the Country Country, Inc., noted that she already can't cross the highway to get to the beach because of all the cars. She inquired about previous plans to control the population in the area. Kurahashi replied that this is part of the sustainable communities plan, the development was approved in 1985 and continued to receive approval until the most recent in 1999. It was noted that the target population numbers in these plans do not include the number of transients (visitors) in the area.
- 24) A Haleiwa resident, fired one month ago from TBR, was a 29+ year employee; she specified that the golf course employees are great, but management isn't. She stated that many locals can't even afford to stay in the hotel for a weekend. She added that families will have trouble getting their children to move out if they work too close to home.
- 25) A Sunset Beach resident thanked the Board for hearing the public's concerns. He works at TBR and thanked them. He remarked that the general manager has told them that a new dynamic of guest will be staying at TBR. He asked what kind of jobs will be available for locals and if they will be union jobs. Kurahashi will follow up, although he noted that the hotel operation will choose union or not, and OCMC does not operate hotels.
- 26) Susan O'Donald complimented the Board on the forum and described the North Shore's special pristine value. She noted that children raised in this area can actually experience the way that their parents grew up. O'Donald suggested that if a new EIS is done, then maybe the community will support the project.
- 27) A Waianae resident, instrumental in the setup of the Ihilani Hotel in Ko Olina 20 years ago, stated that they thought that they could get their children jobs at Ko Olina, but many of the workers there don't even make enough to afford housing and live on the beaches. A new time-share is being created in Ko Olina. He noted that it's good to have a job close to home, but wages must support the workers.
- 28) Ian B., an owner/operator of a restaurant at TBR has 40+ employees and tries to provide quality of life. He urged everyone to consider solutions instead of getting upset; he expressed his feeling that development is inevitable.

29) Jeffrey Peterson (Hau'ula), a previous employee of the spa at TBR, was denied full-time work, which would have given him medical benefits. He stated that everyone really just wants what's best for their families. Peterson doesn't see how this development will provide sustainability. He questioned what would happen if there was a bad hurricane here.

30) A resident simply stated that families should have the ability to grow up here.

31) Garrett Toguchi, from Sen. Hee's office, distributed two concurrent resolutions from the legislature requesting the State administration to see if another more current EIS should be done. Both resolutions were passed today by the Senate (24 out of 25 Senators).

Chair Letts noted that there appeared to be a lot of support in the room for the current hotel and operations but not for the expansion. She thanked everyone for their patience. She reminded everyone of the comment forms on the back table. Chair Letts also thanked the presenters for their time.

ADJOURNMENT: The meeting adjourned at 9:02 p.m.

Submitted by:

Rachel M. Glanstein
Neighborhood Assistant

April 13, 2006

Koolauloa Neighborhood Board

RE: Turtle Bay Expansion

Synopsis: By its own traffic study, Turtle Bay Resort acknowledges that an expanded resort would adversely affect traffic along Kamehameha Highway. Any development that plans to worsen traffic levels to near-gridlock must not be allowed.

Dear Neighborhood Board Member:

The Turtle Bay Resort Expansion Plan would adversely affect the quality of life of Oahu's residents because Kamehameha Highway cannot support the additional vehicular traffic caused by the project.

The 2005 Traffic Impact Analysis Report Update for the proposed Turtle Bay Resort Master Plan estimates that Kamehameha Highway traffic will operate at Level of Service "E", which is an undesirable condition, according to national traffic standards.^{1,2}

The following table³ shows the traffic estimates for Kamehameha Highway near the resort site. Levels of Service (LOS) are rated from A thorough F, with A indicating free flowing and F indicating an unacceptable condition. A Volume-to-Capacity ratio of 1.0 indicates that the roadway is operating at maximum capacity.⁴

Kamehameha Traffic Scenarios	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	LOS	v/c	LOS	v/c	LOS	v/c
2005 Existing	C	0.19	D	0.26	D	0.33
2028 w/o expansion	D	0.30	D	0.42	E	0.42
2028 w/ expansion	E	0.52	E	0.81	E	0.92

LOS "D" is generally considered a desirable minimum operating level of service. LOS "E" is considered an undesirable condition.¹

Unlike previous studies, the latest traffic analysis refers only to traffic in the immediate area of the project. Visitors to Turtle Bay must drive through either Kawailoa or Hauula to reach their destination, so impact to these communities must also be considered. Kuilima Resort's 1991 traffic study estimated the following vehicles per hour (vph), LOS and v/c.

Regional Weekday PM Peak Hour Traffic Impacts⁵

Location	1991 Existing			2005 w/o Project			2005 w/ Project		
	vph	LOS	v/c	vph	LOS	v/c	vph	LOS	v/c
Kuilima	645	D	0.28	870	D	0.38	1860	E	0.79
Waimea	1109	D	0.46	1463	E	0.82	2185	F	1.00
Hauula	950	D	0.46	1199	E	0.58	1620	E	0.75

The vph and the v/c ratio are greatly increased with the resort's expansion. Waimea Bay will be beyond its carrying capacity at LOS "F" and v/c 1.00. With the Waimea route gridlocked, redirected vehicles will likely worsen the traffic flow through Hauula.

LOS "F" is an "unacceptable condition,"¹ but even LOS "E" is described as "a traffic stream with no usable gaps. Thus, disruptions cannot be dampened or dissipated, and any disruption, no matter how minor, will cause queues to form and service to deteriorate to LOS 'F'".⁶

In addition to the traffic concerns answered and not answered in the latest report, some dubious claims were made in the 1985 Environmental Impact Statement, upon which the Unilateral Agreement was considered. An example is the claim that round-the-island travel is not a predominant part of tourist travel on Oahu.⁷ Last year, the Hawaii Tourism Authority estimated 51 percent⁸ of Oahu's 4.8 million tourists⁹ visited the North Shore. If 2.4 million visitors visit the North Shore, it is hard to believe that many are not driving around the island.

Another claim from 1985 was: "Traffic problems along the North Shore currently occur on weekends and holidays at specific areas such as Haleiwa Town, Waimea Bay and at Sunset Beach. The remainder of Kamehameha Highway operates under a relatively high quality of flow. Even under heavy traffic conditions, the average operating speeds are at or near the posted speed limit."¹⁰ Clearly, this is not so today.

Summary

Turtle Bay Resort's 2005 traffic update did not study the impact on through traffic in Kawaihoa and Hauula; yet the impact of their expansion plans on the daily life of Oahu residents, particularly the North Shore communities, must be considered.

Kamehameha Highway can barely handle its current volume of traffic, and regularly grinds to a halt at Laniakea, Waimea Bay and other areas. The proposed development could add 2054 vph to the Saturday Peak Hour Traffic.¹¹ It is doubtful that tourists, after a long flight, will enjoy sitting in bumper-to-bumper traffic as they stop and go along Kamehameha Highway to Turtle Bay. It is certain that residents are already upset about increasing traffic delays that affect their quality of life.

The proposed expansion of Turtle Bay must not be allowed if it is going to further aggravate the traffic problems we residents now experience on a daily basis. Allowing them to purposely bring the highway Levels of Service down to "E" and "F" is unconscionable.

Respectfully,

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Footnotes

1. Traffic Impact Analysis Report Update for the Proposed Turtle Bay Resort Master Plan, September 9, 2005, p. 5, sec. D.1. *LOS "A", "B", and "C" are considered satisfactory Levels of Service. LOS "D" is generally considered a "desirable minimum" operating level of service. LOS "E" is an undesirable condition, and LOS*

"F" is an unacceptable condition. Intersection LOS is based primarily on vehicle delay (d), which is expressed in terms of average seconds of delay per vehicle (sec/veh).

2. Ibid, pp. 20-23, sec. C-E.
3. Ibid, pp. 7-13, 20-23
4. Traffic Impact Analysis Report for the Proposed Kuilima Resort Expansion, July 25, 1991, p. 7. *"Volume-to-capacity (v/c) ratio is another measure indicating the relative traffic demand to the road carrying capacity. A v/c ratio of 1.00 indicates that the roadway is operating at its capacity.*
5. Ibid, p. 12, Table 3.
6. Traffic Impact Report for the Proposed Turtle Bay Expansion, June 1985, Appendix A-2, Level of Service "E".
7. Ibid, p. 13.
8. Hawaii Tourism Authority's North Shore Tack-on Study of Visitor Activity, 2005.
9. DBEDT Statistics for 2005.
10. Traffic Impact Report for the Proposed Turtle Bay Expansion, June 1985, p. 57.
11. Traffic Impact Analysis Report Update for the Proposed Turtle Bay Resort Master Plan, September 9, 2005, p. 13, sec. IV.A.1.